En Route to

The Klondike

Chilkoot Pass
AND
Skaguay Trail

ILLUSTRATED BY
F. LA ROCHE,
SEATTLE, WASH.

EN ROUTE

TO

THE KLONDIKE

CHILKOOT PASS

AND

SKAGUAY TRAIL.

ILLUSTRATED BY

F. LA ROCHE, SEATTLE, WASH.



COPYRIGHT, 1897, BY F. LA ROCHE,
SEATTLE, WASH.

COPYPIGHT APPLIED FOR IN GREAT BRITAIN,
CANADA AND AUSTRALIA.

PRESS OF THE HENRY O. SHEPARD CO.
CHICAGO, ILL.

THE following description of the Chilkoot Pass and Skaguay Trails is taken from the SEATTLE POST-INTELLIGENCER of October 13, 1897, and is as I found the trails in September, 1897, when I made the negatives for the following illustrations.

F. LA ROCHE.

DYEA TO LAKE LINDERMAN.

Just What the Traveler Encounters Over Chilkoot Pass.

Dyea is, up to the present, merely a name, with perhaps 100 campers, three saloons, one combination store, hotel and restaurant, and a large camp of white and Indian packers. Meals and lodging are 75 cents each. The harbor is poor. The anchorage is bad, the water shoaling rapidly from forty fathoms to nothing. A long wharf is being built. Vessels now are unloaded either on lighters or the cargo is put on a rocky point about a mile from the beach, whence it is hauled off in wagons.

A good wagon road leads from the beach to the first crossing of the Dyea River. The bridge crossing the river at this point was washed out this spring, so all goods have to be ferried across, at a cost of $5 per ton. Passengers are charged 50 cents each.

DESCRIBING THE TRAIL.

After crossing at the ferry the trail continues up the river for a short distance, when the river is again crossed by a ford. In September the water is about knee-deep, but in the spring a ferry is used. A bridge could be built cheaply, the river being about fifty feet wide at the ford. The trail continues directly up the hill, crossing a number of small streams. None of them, however, presents any difficulties, and most of them are so small they can be jumped across. The trail here is excellent.

The third river crossing is at Finnigan's point, where the stream must be again forded; width in September, fifty feet; depth, eighteen inches. A large camp, and an excellent one, is located here, and bread and meals can be bought here. From Finnigan's to the head of navigation the trail is not very good, with a number of bowlders and considerable mud. It winds along the hill above the river and could be put in shape at small expense. At the head of canoe navigation the river is crossed again, this time on a foot-log, with a good ford for animals just above the log. In going up this trail goods can be brought up to this point in a boat and from here taken to the Scales, just below the summit. Animals cannot get over the summit with a load, but can be taken over light, and they can then travel to Lake Linderman without difficulty.

THE HEAD OF CANOE NAVIGATION.

From the head of canoe navigation to the beginning of the cañon of the Dyea the trail follows the river. It affords excellent walking, with no perceptible gradient. Before entering the cañon the river is again crossed, this time on a bridge. The trail then climbs sharply up the sidehill. The footing is good, however, and the ascent is but short. After this rise the trail continues along at almost the elevation it has gained. This is the worst piece of trail on the route, fairly muddy, with many bowlders, and with some short, steep ascents and descents in and out of small gulches. This only extends about a mile and a quarter, however. A party of eight men and a foreman are kept constantly at work on the trail, corduroying, removing bowlders, etc. The work they are doing is good, and will soon put this piece in shape. They are paid from the proceeds of tolls collected at the bridge crossing the river at the end of the cañon. Tolls are as follows: Horses, etc., professional packers', $1; horses, etc., miners', 50 cents.

Camp Pleasant, at the upper end of the cañon, is an excellent stopping place, with good water and plenty of wood. From this camp to Sheep Camp is almost two miles, on a good trail along the river bottom. Another trail follows the hillside, which is probably used during high water.

FAMOUS SHEEP CAMP.

Sheep Camp is at the timber line, a most desolate-looking place, with two eating houses and one gambling saloon. This is the last campground on the west side of the range. It is a steady climb from Sheep Camp to Scales, a rise, estimated, of 1,800 feet in three and a quarter miles. The trail is fairly good, without mud, but contains some large bowlders, which could be easily removed. The country after leaving Sheep Camp is absolutely barren, with no wood of any kind, but a few flowers and some grass. Starting from this camp, fuel must be carried for about twelve miles, to Deep Lake, the next place where timber in any quantity is found.

At the Scales—so called as packs are weighed there—begins the last and only really hard climb on the pass. The mountain rises 1,000 feet in a horizontal distance of about half a mile. There is absolutely no danger of falling, the trails, as there are several, running in and out behind big bowlders, over rocky points, up the beds of small streams, etc. It is hard on one's lungs and legs, and it takes from

one-half to three-quarters of an hour to reach the summit. Here the first snow is found, extending from the summit to Crater Lake. From this point, viz: Crater Lake, either of two routes may be taken to Deep Lake.

BOATS AND PORTAGES.

A boat can be taken at Crater Lake—which is one mile long—to portage for Long Lake. This portage is three and one-half miles. Long Lake boats are then taken for three and one-half miles to portage for Deep Lake, this portage being about 1,000 feet. Then Deep Lake ferry is taken for three-quarters of a mile to the trail again, which is struck at a point, approximately, two and one-half miles from Lake Linderman. In taking the trail the snow field is crossed diagonally to a point about 100 feet above the lake, where the bare hillside is reached. This is followed for some distance, when the trail drops down to the lake-level, running along the lake and climbing a few small points. It then swings into portage trail, between Crater and Long lakes. A part of this is a small box cañon, where the walking, except on the snow, is hard, on account of the bowlders. Toward the end of the portage the cañon ends and a small desolate valley opens up, called, for some inscrutable reason, Happy Camp. A little dead timber is found at this point. At the present rate of consumption this will soon disappear, when the first fuel will be found at Deep Lake.

PAST LONG AND DEEP LAKES.

After leaving Happy Camp the valley narrows again for about one-quarter of a mile, when the trail swings sharply to the right and climbs a granite hog-back overlooking Long Lake. This is followed the entire length of the lake till portage between Long and Deep lakes is reached. The trail crosses this and follows the left side of Deep Lake to its end, where it again climbs the hillside. It rises on a gentle grade for some 500 feet to a small plateau on a hill overlooking Lake Linderman. This is followed for about a mile, when a sharp descent of about three-quarters of mile brings one out on the shore of Lake Linderman. Here a large camp is established and boats are being built. No meals or lodgings can be had here. Money has no value as compared with food.

This is a good trail. The total elevation at the summit is 3,350 feet. There are a few bad (but not dangerous) places on this trail, owing to the mud or glacial bowlders. There are no dangerous places on the trail.

COST OF PACKING.

Prices for packing were, September 1, as follows:

	Per pound.
Dyea to Lake Linderman	$ 0 38
Dyea to Sheep Camp	11
Sheep Camp to summit	11
Sheep Camp to Scales	4@5
Scales to summit	6@7
Summit to Crater Lake	1
Crater Lake to ferry	1
Portage Long Lake, 3½ miles	6
Long Lake Ferry, 4 miles	1½
Deep Lake Ferry and Portage	¾
Skaguay to Dyea	3

Ferry on Linderman to Bennett Lake, $2 per passage.

Prices fluctuate daily, and the above are merely given to show the approximate cost of having an outfit packed over.

SKAGUAY TO LINDERMAN — WHITE PASS.

	Miles.
Skaguay to first bridge	1.5
Skaguay to first hill	4.0
Skaguay to Porcupine River	7.0
Skaguay to second bridge	11.0
Skaguay to third bridge	13.0
Skaguay to fourth bridge	14.0
Skaguay to fifth crossing (ford)	18.0
Skaguay to summit	20.0
Skaguay to Meadows Camp	25.0
Skaguay to ford	35.0
Skaguay to Log House	38.0
Skaguay to Lake Linderman	46.0
	Feet.
Elevation of White Pass	2,800
Elevation of Lake Linderman	2,150

DYEA TO LINDERMAN — CHILKOOT PASS.

	Miles.
Dyea to first crossing (ferry)	1.5
Dyea to second crossing (ford)	3.0
Dyea to Finnigan's Point	5.0
Dyea to head of canoe navigation	6.0
Dyea to beginning of cañon	8.5
Dyea to Camp Pleasant (end of cañon)	10.0
Dyea to Sheep Camp	11.5
Dyea to Stone House	14.5
Dyea to summit	15.5
Dyea to Crater Lake	15.8
Dyea to north outlet of Crater Lake	16.8
Dyea to Long Lake	20.3
Dyea to north outlet of Long Lake	23.8
Dyea to Deep Lake	24.0
Dyea to north outlet of Deep Lake	24.8
Dyea to Lake Linderman	27.3
	Feet.
Elevation of Chilkoot Pass	3,350
Elevation of Lake Linderman	2,150

OVER THE SKAGUAY TRAIL.

The Difficulties Encountered in a Trip Over White Pass.

Skaguay town consists chiefly of tents, with about forty wooden buildings. The population in September was about 3,000, with thirty-five restaurants, ten to twelve lodging houses and numerous saloons and gambling houses. Steamers find first-class anchorage within half a mile of the beach. At present freight is mainly transferred by means of three or four large lighters. These are put alongside the ship and towed ashore at high tide, and as the tide recedes the freight is taken off in wagons. There is a small wharf on the east shore of the bay. This, however, is rarely used by the larger boats, as the cost of getting freight from it to shore is greater than by lightering. This is due to the fact that the wharf is built on a rock point, which connects with the town by a most reprehensible trail, over which a man has some difficulty in scrambling, and which is useless for a horse. The eating houses are fair. Meals are 50 to 75 cents. Lodging, without blankets, costs 75 cents to $1. Whisky and beer are retailed at 25 cents a drink. For shoeing a horse, four feet, the price is $6.

SKAGUAY OR WHITE PASS TRAIL.

From Skaguay to the foot of the first hill, a distance of four miles, a good wagon road is followed. The river is crossed for the first time about one and one-half miles from Skaguay, a horse bridge having been built. Wagons are compelled to ford the river, which is possible only in low water; otherwise goods have to be transferred across the bridge. A wagon bridge could be constructed cheaply. As the trail begins the ascent of the first hill, it becomes rocky and muddy. There is a steady climb of probably 400 feet to the plateau at the summit. Almost a quarter of a mile beyond the point where the summit is reached a pretty little lake, three-fourths of a mile long, is passed. The trail follows along the shore and is excellent for that distance. After leaving the lake the country begins dropping away, a gradual descent of a mile or more, ending rather abruptly in a series of switchbacks, which terminate at the crossing of Porcupine Creek. This is an excellent camp-ground, good water and plenty of timber. Up to this point the trail has not been good, but yet passable, with only a few dead horses.

STIFF CLIMB UP PORCUPINE HILL.

Leaving the crossing of the Porcupine, the trail begins the ascent of Porcupine Hill. This is bad, the trail climbing up sharply for 700 feet, some switchback, some straight climbs. The mud is deep, bowlders large, and there are places where a loaded horse has to struggle out of a mudhole to a bowlder three or four feet high. There is, however, no danger from cliffs. The physical strain on both man and beast from crossing this hill is greater than on any other portion of the line, with the exception, perhaps, of the third hill, six miles farther up. The time allowed for these four miles is four hours.

After crossing the Skaguay the second time, where a large camp is located, the trail leaves the river to the left and meanders through a piece of low, swampy ground for two miles.

At the third crossing of the river another hill is climbed. It is a hard hill to get over, but small in comparison with its predecessors and successors.

MORE MUD AND BIG BOWLDERS.

The distance from the third to the fourth crossing is about a mile, over a bad trail, mud and bowlders predominating. When mud is mentioned it means stuff in which a man traveling without a pack will sink to his knees almost every other step. There is no way of avoiding this, as the slopes on both sides of the trail, though in no case precipitous, are yet so steep as to preclude the possibility of traveling over them. At the last crossing the trail branches, one going over the last hill and the other following up the river and making a cut-off of almost a mile. The former is practicable for pack animals over its entire distance, but it is probably the worst piece on the whole line, more horses having died there than anywhere else along the route. A small camp is here, but it is a poor location, owing to the small amount of level ground. This is also a junction point, and the trail is generally jammed with animals.

ALONG THE RIVER CUT-OFF.

The river cut-off now follows the river directly to the ford, about two and one-half miles above. The trail starts over a small hill, continuing up and down for probably half a mile. This is as far as pack animals go on the cut-off. From this point the trail climbs almost abruptly up an old rock slide, poor walking and hard climbing, and drops down to the river again, which is crossed four times on logs. A man who is used to the business can pack from 75 to 100 pounds over the line. It saves from a mile to a mile and a quarter, and in actual work must be equivalent to a saving of four miles. After leaving the river the cut-off joins the main trail about half a mile below the ford. The ford, at this season of the year (September), is easily waded, but in high water might prove a little dangerous. There is no difficulty, however, in building a log bridge over it, and should the trail be improved this would undoubtedly be done. In any case, however, one man of a party could wade it, with a pack rope around him, which could be made fast, and would answer as a life line for those who followed. It is doubtful if the water can get more than waist high at the worst.

THE CLIMB TO THE SUMMIT.

From the crossing at the ford to the summit of White Pass is about two miles of good hard work. The trail is exceedingly muddy and filled with bowlders; in fact, it is simply a repetition of all the other hills, only more rocky. The summit has an elevation of about 2,700 feet, and no snow is met with.

From the summit to the Meadows — the first camping place after leaving the ford — is a distance of five miles, mainly downhill, though a few small knolls are climbed. The trail then commences to improve, though it is still bad. The Meadows at present is a good place to camp, but if any great rush takes place on the trail, the timber, which is sparse, will all be used up, and its usefulness as a halting place will be gone. There is a small stream to ford after crossing the summit. Some Yukoners try to get down the small lakes, Summit and Middle. The proper way to do this is for one of the party to go ahead and contract with the ferrymen to take the entire party down. If the party waits until their arrival at the lake they may be indefinitely detained, as only a few boats now ply on those waters. From the Meadows to the second ford at Middle Lake is approximately ten miles, the trail continuing to improve slightly. There are on this stretch but few bad mudholes, and these can usually be avoided. The great objection to the route here is the careless way in which it was originally laid out, it climbing hills instead of going around them.

TO LAKE LINDERMAN.

From the ford at Shallow Lake to the foot of Lake Linderman is a distance of eleven miles. The trail, after crossing the ford, runs along the shore of the lake almost a mile, then swings sharply to the left, over a most delightful sand road which looks exactly like a piece of railroad grade. At the end of this road the trail enters the timber, which is small but abundant. This is really the first timber of any account since leaving the ford of Skaguay River, and continues to the lake. Three miles from the lake the Canadian customs forces have put up a large log cabin, which is used at present by men on the trail as a place of shelter. Later, when the Canadian customs forces are organized, it is to be used as a relay station for supplies, etc. At this point the trail leading to Too Chi Lake branches off. Here a notice on a tree reads :

"Men going to the Yukon are hereby advised not to try the trail via Too Chi Lake, as the river between Too Chi and Tagish lakes, about seven miles long, is impassable for boats, scows or rafts. JOHN PODSON,

"*Canadian Customs Officer, Tagish Lake.*"

ONLY A FEW MUDHOLES.

From this point to Lake Linderman the trail is fairly good, the only objectionable features being a number of small, mucky swamps. At present these are easily passed by loaded pack animals, but if the greater number on the lower end of the trail get through they are liable to develop into impassable marshes. The carry between Lakes Linderman and Bennett is very easy, and the ground is firm, with no appreciable ascent or fall. At present there is a fair amount of timber for boat building at the head of Bennet Lake, but at the rate of consumption now prevailing this will soon be exhausted. It will, however, be but a small matter to construct a raft and drop down the lake to some point where timber is at hand. A small sawmill is in operation at Lake Bennett. Lumber quotations in September, 1897, were from $125 to $150 per 1,000 feet. Boats already constructed and in service were held at from $250 to $400. No supplies could be purchased, nor were there any means of getting a meal at this point.

The Northwest mounted police have a camp at Lake Bennett, but propose moving down to the lower end of Lake Tagish. Tagish will be the point for the collection of Canadian customs duties, etc. Inspector Strickland, with a force of twenty men, will be in charge of this district. Mr. Strickland has spent between two and three years on the Yukon.



SEATTLE POST-INTELLIGENCER'S
MAP OF THE
DYEA AND SKAGUAY TRAILS



OFF FOR KLONDIKE.—The steamer "Mexico" leaving Seattle last July with 430 passengers and 941 tons of provisions and supplies for the Klondike gold fields. "God does not give us many scenes like this," says the poet Joaquin Miller, whose striking figure is clearly outlined on the upper deck, who goes to describe to a waiting world the new El Dorado and the journey thither. Mr. Miller can be plainly seen in the engraving, as indicated by the (x) above his head. (2091.)



STEAMERS AT SKAGUAY.—The excursion steamer "Queen" and the steamship "Geo. W. Elder" at Skaguay, Skaguay Harbor, head of steamship navigation on Lynn Canal, 100 miles from Juneau and 984 miles from Seattle. Skaguay, point of departure for the Skaguay Trail leading over White Pass, about a half-mile distant, Dyea about six miles around the point of land on the right. (2000.)



1. Steamer "Queen" Unloading Klondikers and Their Outfits upon Scow at Dyea.—Although Dyea is the point of departure for the Chilkoot Pass, wharf facilities were then only in process of construction, and the hundreds of goldseekers who crossed the Chilkoot during the past summer were taken from the steamers in this manner.

2. On Trail Near Sheep Camp.—Approaching the timber line among the rocks and stumps; a difficult and uncomfortable portion of the route.

3. Scow Load of Klondikers Being Towed Ashore at Dyea.—As the tide rises here between twenty and thirty feet, the scows are towed near shore at the flood and at the ebb are left high and dry on the sandy beach. Wagons are driven out as soon as the receding water permits and passengers and freight transferred to them.

4. Indians Towing Canoe up Dyea River.—One of the many methods of taking outfits up the Dyea River to head of canoe navigation. Here you see two Indians wading in the river pulling the boat with a rope, while the squaws sit in the canoe to guide it.



2002. Burro Pack Train, Dyea Point. Copyright, 1897, by Meyer, Seattle, Wash.

BURRO PACK TRAIN, DYEA POINT.—By this means supplies are taken for some distance up the trail. During the past summer the charge was 38 cents per pound from Dyea over the Chilkoot Pass to Lake Linderman, a distance of twenty-nine miles. There were comparatively few pack animals on the Dyea trail last summer, but the charges were about the same whatever means of packing were employed. (2002.)



HEALY & WILSON'S STORE, DYEA, AND OLD TRADING POST AND POST OFFICE.—Here too is the Chilkoot Indian village and 100 or more tents of the Indian packers. These Indians found the past summer an astonishingly profitable one, by reason of the great rush to the gold fields, and they are naturally looking forward to the coming year with great expectation. (2003.)



KLONDIKE WAGON LOADED WITH PROVISIONS.—An enterprising Dyea storekeeper had a dozen of these wagons which he rented for $1 an hour. An advance payment of $20 had to be made to secure the owner against unforeseen accident or lapse of memory. These carts carried a load of from 600 to 1,000 pounds, thus enabling a whole outfit to be moved at once. (2004.)



INDIAN CANOES.—Forty Indian canoes at Dyea on Sunday, on which day the Chilkoots will not work for any price; most of them are consistent members of the Presbyterian church, thoroughly trustworthy, and, as packers, to be preferred to white men. Their church services are held each Sunday at Dyea in a tent. These canoes when loaded are towed about six miles up Dyea River to head of canoe navigation. (2005.)



DON-A-WOK, OLD CHILKOOT CHIEF, AND CHIEF ISAAC.—Don-a-wok is nearly eighty years old and ruler of all the Chilkoots. Isaac is the active chief and general contractor for packing. There is an air of dignity and respectability about these men which will impress anyone most favorably. The elder chief cannot speak English, but most of the younger Indians have learned to speak it well at the mission schools. (2006.)



FORDING DYEA RIVER.—Fording Dyea River at the second crossing, about two miles above the first. These men are crossing with perhaps 1,000 pounds of provisions. In September the river here was not far from 100 feet wide and 18 inches deep. In spring the melting snows sometimes increases the depth of water to four feet or more. (2010.)



TOWING PROVISIONS UP DYEA RIVER.—Which exhibits another method of moving supplies on toward the gold fields. Twelve hundred pounds are here loaded upon a flat-bottomed boat, which is being pulled upstream to the head of canoe navigation, about six miles north of Dyea. (2011.)



CAMP LIFE AT FINNEGAN'S POINT.—This is but one of the seventy-five camps in this neighborhood at the time this view was made. This point is where the river is forded for the last time, the crossing farther up being made on logs. Each individual camp exists only until all the supplies belonging to it are packed to some point farther on. (2013.)



A PARTY OF VARIETY ACTRESSES ON CONTRACT FOR TWO SEASONS AT DAWSON CITY.—A provision of the contract called for their transportation from Juneau to Dawson in eighteen days, a remarkably quick trip. Four of them are here fording the river with high rubber boots, while the fifth, not so well supplied, is being carried across the stream. (2014.)



INDIANS FREIGHTING UP DYEA RIVER WITH CANOES, the squaws riding and guiding, the men on ahead towing with long ropes. These boats are regular dug-outs, made from large timber, and drawing but eight inches of water, yet carrying a thousand pounds or more of freight. (2015.)



INDIANS POLING CANOE UP DYEA RIVER.—These are Metlakatlee Indians from the mission schools three or four hundred miles below. They have in transit a knock-down boat, the bow of which is plainly visible. They received $200 for taking two such boats from head of canoe navigation to the summit of the Chilkoot, a distance of 10½ miles. (2016.)



PACK OXEN ON DYEA TRAIL.—In the foreground are four Indian packers returning from the summit of Chilkoot, having made $18 each for their day's labor. Oxen are regarded as the most desirable of all pack animals in summer. One of these was killed at Lake Linderman, and the heart sold for $7, the head for $12.50, and the balance of the animal for 50 cents a pound. (2018.)



DOGS PACKING ON DYEA TRAIL.—Dogs are most valuable in winter, as they are then attached to sleds and will draw 100 pounds twenty miles or more a day, five or six being usually harnessed to each sled. On the river bank may be seen two of the knock-down boats awaiting the packers. (2019.)



LOOKING SOUTH FROM FOOT OF DYEA CANON.—Showing at a glance the route thus far traversed for a distance of seven miles or more. The country here gives every evidence of having been at some past time the bed of a great glacial river between one and two miles wide. (2024.)



A PACKER'S HOME, FOOT OF DYEA CANON.—Showing how readily a temporary abiding place may be improvised by spreading a tablecloth across poles which lean against the towering walls of the cañon. This style of architecture would not seem to afford much protection against an Arctic winter, but serves to exclude some of the summer's sun and rain. (2026.)



WASHING OUT GOLD.—No one except the person who has actually assisted in the work of making the test shown above can fully appreciate the intense anxiety at such a moment. The result may mean a great deal—it may mean nothing. If the latter, the only thing to do is to move the camp and make another trial. (2027.)



DYEA TRAIL BLOCKED BY FALLEN HORSE.—Showing the toilsome march of a pack train as in Indian file it pursues its arduous way. A fallen horse in front has compelled all to stop until the animal is unloaded and assisted to regain its feet. Here too is shown in the foreground two men carrying a section of a boat; but even short as it appears, they were compelled, a little farther on, to cut it in two to enable them to take it through. (2030.)



COLLECTING TOLL, DYEA TRAIL.—The toll bridge, where 50 cents is charged for each horse belonging to a miner, in return for which the trail is kept passable for a distance of some six miles, is ten miles from Dyea, in a region quite thickly wooded with Alaska cedar, five miles from "The Scales" and five and one-half miles from the summit of Chilkoot Pass. (2031.)



FRONT STREET AT SHEEP CAMP SETTLEMENT.—This is the principal camp on the Dyea Trail. In August and September there were a thousand or more people encamped here. The log structure on the left was the leading hotel, where you might eat for 75 cents, and sleep on the floor for 50 cents, if you furnished your own bedding. Beyond here a meal could not be had [illegible] [2953.]



SHEEP CAMP, LOOKING SOUTH.--A bird's-eye view of the Sheep Camp, so called from the mountain sheep which were formerly plentiful in this section. Just above the tent on the left may be seen the last log crossing of Dyea River. To the right of this are a number of tents destroyed by the glacier which fell about the middle of September. (2092.)



PACKERS ON DYEA TRAIL, NEAR STONE HOUSE.—About 2½ miles from Sheep Camp and ½ mile from Stone House. Here the timber has disappeared and beyond is all a waste of rock and ice. In the foreground on the left is a squaw packing a Klondike stove. They are of sheet iron, weigh about 25 pounds, and cost about five dollars in Seattle, and are very serviceable. (1935.)



NEAR SCALES, SHOWING SUMMIT OF CHILKOOT PASS.—Among the barren rocks, with the Chilkoot summit in the distance, at the indenture just above the trail at the skyline. (2038.)



PACK HORSES ON EDGE OF PRECIPICE, CHILKOOT PASS.—This is the end of the available trail for pack animals, fifteen miles from Dyea. Animals have been taken over the pass from this point, but without load, and usually with considerable effort. (2039.)



FORTY-FIVE DEGREE INCLINE AND SUMMIT OF CHILKOOT PASS.—This is the most difficult and dreaded portion of the journey, the trail rising here eleven feet in half a mile over a perfect maze of broken rock. In this photograph may be seen an almost continuous line of white specks reaching to the depression at the summit. Each is a human being with pack upon back, toiling slowly upward. (2041.)



NEAR THE SUMMIT OF CHILKOOT PASS.—Showing the difficult pathway being traversed by the goldseekers. The press has been filled with columns of sensational rubbish about the perils and horrors of this pass. It is only about 3,350 feet above the sea-level and the road is much like other rugged mountain trails, and women and children have often gone over in summer. (2043.)



LOOKING SOUTH FROM SUMMIT OF CHILKOOT PASS.—A magnificent panorama of a route traversed for the last seventy-five years by the Indians and during the past summer by at least 4,000 goldseekers. It was the glacier on the right that broke, destroying a number of tents on the Sheep Camp, in September. (2037.)



ON THE SUMMIT OF CHILKOOT PASS.—Showing the character of this route over the mountains, with its huge blocks of broken granite scattered about in the most inextricable confusion. (2044.)



GLACIER, SUMMIT OF CHILKOOT PASS.— The man on the left is packing a section of a boat; in the foreground is an Alaskan glacier. The dark shadows show the meeting point of two trails over the snow fields. (2045.)



CRATER LAKE, DYEA TRAIL.—A marvelous panorama, with snow-capped mountain peaks in the distance. Crater Lake is an exquisitely colored sheet of water some two miles long, across which travelers are ferried in summer for 50 cents each. (2046.)



FIFTY TONS OF PROVISIONS STORED AT CRATER LAKE, which have been freighted across the lake in the flat-bottomed canoe seen in the foreground and now lie scattered about among the rocks awaiting transportation through the rocky defile leading onward from the right of the photograph, a distance of one and one-half miles, to Happy Camp. (2048.)



ACTRESSES BOUND FOR THE KLONDIKE, AT HAPPY CAMP.—They have crossed the Pass and are now fifteen miles from the point at which we first saw them fording the river. The have discarded skirts and are wearing a costume better fitted for mountain climbing and long marches. They have apparently enjoyed the trip thus far, but are still 500 miles from their destination, Dawson City. (2049.)



REV. MR. YOUNG AND DR. McEWEN, PRESBYTERIAN MISSIONARIES BOUND FOR KLONDIKE, AT LONG LAKE.—All classes of people are on the way to the golden North—missionaries as well as variety actresses. Rev. Mr. Young, on the left, is one of the oldest mission workers in Alaska, having established the mission at Fort Wrangel many years ago. (2050.)



CAMP AT LAKE LINDERMAN.—Four miles beyond the mission camp we have this bird's-eye view of Lake Linderman Camp, containing, when the view was taken in September, 1897, 400 tents and at least 1,000 people, mainly engaged in the building of boats for transportation of themselves and outfits on through lakes and rivers to the gold fields. (2055.)



SHIP YARD, LAKE LINDERMAN—Without doubt the busiest scene along the whole route. Scores of men were here, always at work constructing boats for descending the waterways to the Yukon. Timber is found in the immediate vicinity, and logs of about seven inches in diameter are cut to desired length, rolled upon a staging and whipsawed into the required shape. Thus a week or more is employed in building a boat for the long journey north. (2057.)



LEAVING HEAD OF LAKE LINDERMAN FOR THE KLONDIKE.— These boats are fully loaded and are leaving for the North, and, with favorable weather, the journey can be made to Dawson City in about two weeks. If winds are favorable, the sail is used; if not, the boat is rowed the length of Lake Linderman, six miles, to the rapids. Half-way down the lake is the boundary line between Alaska and Canada. (2058.)



END OF SKAGUAY TRAIL, LAKE LINDERMAN.—Dyea Trail around the point on the left, six miles away, at the head of the lake. From the lake the Skaguay or White Pass Trail leads up over the incline among the woods in the foreground. At the foot of the incline is a quantity of supplies awaiting packers. (2065.)



RAPIDS BETWEEN LAKES LINDERMAN AND BENNETT—Around which all goods are carried and the empty boats carefully floated through the rapids by means of ropes. The camp in the background is that of the Canadian police, where the customs collections will likely be made another year, although up to September none were made. In the distance is Lake Bennett. (2062.)



LAKE BENNETT.—There is often a disagreeable and vexatious delay, owing to high winds that prevail here from the north, making it dangerous to cross with small boats. (2063.)



PRECIPICE, PORCUPINE HILL, SKAGUAY TRAIL.— This trail leads through a multitude of wet places along the borders of lakes and swamps, and the distance from Skaguay to Lake Linderman is between forty and fifty miles. This is known as the precipice at the summit of Porcupine Hill, a perpendicular wall 100 feet high, from which dead horses could be seen when this view was taken, from two of which the packs had not been removed, all of which had slipped and fallen to their death. (2066.)



ON PORCUPINE INCLINE, SKAGUAY TRAIL.—What is known as the switch-back, one and a half miles below the precipice, a zigzag path among the rocks and trees. In the background is seen a loaded horse on its way to Lake Linderman. The Indians will not use this trail. (2067.)



HUNGRY MAN'S RETREAT AT PORCUPINE CREEK, SKAGUAY TRAIL. — A restaurant in the wilderness where you pay a dollar for a meal and often get what you are not looking for. Yet one's appetite is such, after these weary marches, that anything is eaten with a relish. (2069.)



BRIDGE OVER PORCUPINE CREEK, SKAGUAY TRAIL.—This bridge is about seven miles from Skaguay. From here to the summit of Porcupine Hill the trail leads through a thickly wooded district along the side of the mountain; this is bad—climbing up sharply for 700 feet. The time allowed for climbing four miles is usually four hours. (2070.)



PACK TRAIN AT LITTLE OR BLACK LAKE, SKAGUAY TRAIL.—This beautiful lake is about five miles from Skaguay, with the trail leading along the left-hand shore for a distance of about one-half mile; the opposite shore is a perpendicular bluff from 100 to 600 feet high. (2074.)



BLACKSMITH SHOP AT SKAGUAY.—Here the blacksmith charges $6 for shoeing a horse and $10 for shoeing oxen; in the latter part of August, 1897, during the horseshoe nail famine, as much as $1 was paid for a nail. (2079.)



SKAGUAY AT HIGH TIDE, SEPTEMBER 12, 1897.—By looking at the small picture of Skaguay made August 12, you will see how the magic city has improved in thirty days. (2087.)



1. SKAGUAY, JULY 26, 1897.—Showing the town site, where in three months' time a city containing 4,000 inhabitants was built up.

2. P. C. S. S. CO'S STEAMER "QUEEN" unloading the first load of Klondike miners at Skaguay after the excitement began. Capt. James Carroll of this boat was the first man to run a large steamer to the new wharf, and proved that the Skaguay Harbor was of sufficient depth to be practicable for boats drawing seventeen feet of water.

3. SKAGUAY, AUGUST 12, 1897.—Showing the city all built up of tents. September 30 the tents had all disappeared and a well-built town, with broad streets and sidewalks and two and three story houses had been completed; every line of business was represented.

4. MINERS AT SKAGUAY, AUGUST 12, 1897.—Preparing for the journey to the Klondike.



SKAGUAY HARBOR, SHOWING POINT OF LAND SEPARATING DYEA BAY FROM SKAGUAY.—This photo was taken September 12, 1897, at high tide, showing piles driven for one of the three wharfs that were in course of construction; also showing boats used in bringing passengers and outfits from the steamers to the shore, and for transporting from Skaguay to Dyea, around the point of land seen in the center of the picture. Distance from Skaguay to Dyea, five and one-half miles. When the tide is out the boats and scows are left high and dry on the beach, when wagons are driven to the boats and outfits unloaded and taken on the wagons up the trail to Ragtown, three and one-half miles. (2089.)

ALASKA OUTFITTERS. ❧ ❧ ❧ ❧ ❧ AMERICAN OUTFITTERS.

T. M. DAULTON, President. C. P. BLANCHARD, Manager.

THE SEATTLE CLOTHING CO.

716 Second Avenue, Hinckley Block, SEATTLE, WASH.

SEATTLE, WASHINGTON, is acknowledged to be the **SHORTEST, CHEAPEST and BEST ROUTE** to the **Alaska Gold Fields** and the large majority will come and outfit here.

It will be well to bear in mind that many articles are produced and manufactured locally and are sold more reasonably than in Eastern cities.

Don't Waste Your Money buying useless articles in the East and paying freight charges across the continent to find on arrival at Seattle that you might have saved from 25 to 50 per cent, besides purchasing a better and more complete outfit here.

We are receiving letters from all parts of the United States making inquiries about the cost of Provisions and Hardware, and have given below "Supplies for One Man for One Year," with prices prevailing at the present time. These prices, however, are subject to fluctuation.

The cost of this outfit depends upon the wants and tastes of the purchaser. Our advice is: "There is no economy in trying to save a few dollars on the purchase price of an outfit in the transportation of which is expended unceasing toil and hardships, and upon which your life depends." Buy the **best.** It goes farther and is more satisfactory.

Everything sold by us is put up by Experienced Packers in such a manner that it will reach its destination in perfect order.

SUPPLIES FOR ONE MAN FOR ONE YEAR.

CLOTHING.

Suit Corduroy	$ 12 50
Suit Oil Clothing	2 25 to 3 25
Mackinaw Coat	3 50 to 6 00
Suits Underwear	2 00 to 8 00
Sweaters	1 00 to 10 00
Caps	25 to 5 00
Pairs Socks	25 to 1 25
Pairs Mits	15 to 2 50
Heavy Overshirts	1 50 to 5 00
Knit Scarf	50 to 1 50
Pairs Overalls	50 to 2 50
Jumpers	50 to 1 50
Sleeping Bag	10 00 to 20 00
Fur Coats	6 00 to 50 00
Pairs German Socks	75 to 1 25
Pairs Heavy Blankets	5 00 to 20 00
Pairs Mackinaw Pants	3 50 to 5 50
Suit of Blanket-Lined Duck	3 25 to 7 50
Chamois Underwear	
Buckskin Suits	
Fur Robes	

FOOTWEAR.

Pairs Rubber Boots	$ 4 00 to 6 50
Pairs Overs for German Socks	2 00 to 3 00
Pairs Overs for Felt Boots	75 to 1 15
Pairs Miners' and Prospectors' Shoes	2 75 to 5 50
Pairs Arctic Socks	25
Moccasins	2 00 to 3 00
Sole and Lace Leather	1 00 to 2 50
Rubber Cement and Patching	
Thread, Wax, Needles, Awls	
Shoe Nails	
Repairing Outfits	

MISCELLANEOUS.

Oil or Rubber Blankets	$ 1 25 to 3 50
Tent	4 50 up
Sled	5 00 up
Boat	18 00 to 30 00
Packs	1 00 up

One Price. Plain Figures.

PROVISIONS.

300 lbs. Crown Flour, $5 00 bbl	$ 7 50
150 " B. Bacon, 12½c lb	18 75
25 " Dry Salt Pork, 7c lb	1 75
150 " Bayo Beans, 3c lb	4 50
25 " Rolled Oats, 3c lb	75
25 " Corn Meal, 1¾c lb	44
50 " Rice, 6c lb	3 00
100 " Granulated Sugar, 6c lb	6 00
25 " Evaporated Potatoes, 15c lb	3 75
10 " Evaporated Onions, 35c lb	3 50
25 " Evaporated Apples, 8c lb	2 00
10 " Evaporated Apricots, 7c lb	70
15 " Evaporated Peaches, 7c lb.	1 05
25 " Evaporated Prunes, 8c lb	2 00
10 " Seedless Raisins, 8c lb	80
9 " Soup Vegetables, 3 tins, 35c lb	3 15
2 " 6 pots Ext. Beef, 4 oz., $1.25 lb	2 50
1 lb. Soup Tablets	25
25 lbs. Eagle Cond. Milk, 2 doz cans, $2	4 00
25 " Ground Coffee, 5-lb. tins, 20c lb.	5 00
10 " Tea, 1-lb. tins, 25c lb	2 50
25 " Smoked Beef, 20c lb	5 00
8 " Royal Baking Powder, 45c lb	3 60
2 " Yeast Cakes, 6 packages	20

PROVISIONS—Continued.

4 lbs. Baking Soda, 7c lb	$ 28
5 " Dora Soap, 6 bars, 4c bar	24
5 " Tar Soap, 6 cakes, 8c cake	48
30 " Salt, 3 sacks, 8c sack	24
1 lb. Pepper	30
1 " Mustard, 4 tins, Coleman's, 15c.	60
1 " Ginger, 4 tins, 6c tin	24
30 lbs. Hardtack, 5 tins, 5c lb	1 50
50 " Candles, 2 boxes, 240, $1.60 box.	3 20
10 " Matches, 1 gross	35
5 " Condensed Vinegar, 1 quart	1 00
2 " Lime Juice, 1 quart	50

HARDWARE.

Supplies for Two Men.

1 "Gold Nugget" Yukon Stove.
1 4-quart Granite-Covered Bucket.
1 6-quart Granite-Covered Bucket.
1 8-quart Granite-Covered Bucket.
1 No. 4 Steel Fry Pan.
1 3-quart Solid Lipped Coffee Pot.
2 9-inch Granite Plates.
2 Granite Cups.
2 Iron-handled Knives and Forks.
2 each, Tea and Table Spoons, tin.
2 Hunting Knives, in sheaths.
1 Heavy Forged Basting Spoon.
2 Hunter's Hatchets, in sheaths.
1 S. B. Handled Ax.
1 Pit Saw, complete.
1 Hand Saw.

HARDWARE—Continued.

1 Brace, 10-inch sweep.
1 Expansion Bit, boring from ½ to 1½ inches.
1 ¼-inch Auger Bit.
1 ⅜-inch Auger Bit.
1 Screw Driver Bit.
1 ¾-inch Socket Firmer Chisel.
1 Jack Plane, 1 Draw Knife, 1 Hammer.
2 8-inch Mill Files.
4 5-inch Slim Taper Files.
10 lbs. Assorted Nails.
5 balls Candle Wicking.
200 feet ½-inch Manila Rope.
2 Yukon Picks.
2 Half-spring Shovels.
2 Gold Pans.
1 6-inch Magnet.
2 Pairs Snow Glasses.
1 Gold Scale.
1 Pocket Compass.
1 Magnifying Glass.

Total cost for two men	$38 00
If for three men	44 90
If for four men	51 50

Additional Supplies for Two Men.

1 Tent, 10x12, 3-foot wall, 2 Hickory Yukon Sleighs, 1 Calking Iron, 5 lbs. Oakum, 8 lbs. Pitch, 2 pairs Snow Shoes.

Total cost	$31 00
If for three men	42 50
If for four men	54 00

All the above supplies to be of the best obtainable quality.

THE LARGEST ALASKA OUTFITTERS ON THE PACIFIC COAST.

PACIFIC COAST STEAMSHIP CO.

THE ONLY pioneer and regular line carrying UNITED STATES MAIL and TREASURE on the ALASKA ROUTE.

The Only Real Ocean Steamships on the Alaska Route...

OUR Steamships COMMANDED and OFFICERED by the most SKILLFUL NAVIGATORS of ALASKAN WATERS. Your SAFETY and COMFORT their watchword. TABLE SERVICE UNSURPASSED.

Operating FIVE large OCEAN STEAMSHIPS on the ALASKA route.



Steamers leave Seattle every THREE days for JUNEAU, WRANGEL, DYEA, SKAGUAY and ALL WAY PORTS.

ANY INFORMATION you may desire about ALASKA, write us, and when you arrive in Seattle HUNT US UP. Our INFORMATION is YOURS for the asking. Connections made with all transcontinental rail lines, also with steamers of this Company plying on other routes.

ROUTES OPERATED FROM SAN FRANCISCO.

MEXICAN ROUTE, SOUTHERN CALIFORNIA COAST ROUTE, NORTHERN CALIFORNIA HUMBOLDT BAY ROUTE, PORTLAND AND ASTORIA ROUTE. BRITISH COLUMBIA, PUGET SOUND AND ALASKA ROUTE.

GOODALL, PERKINS & CO.,
General Agents,
SAN FRANCISCO, CAL.

J. F. TROWBRIDGE,
Puget Sound Supt.,
OCEAN DOCK, SEATTLE.

City Ticket Office: 606 FIRST AVENUE.


MARK!
WHEN YOU WANT A POINTER
REGARDING YOUR KLONDIKE TRIP
CALL ON YOUR NEAREST TICKET AGENT
OR ANY
DISTRICT PASSENGER AGENT
OF THE
NORTHERN PACIFIC RAILWAY CO.
OR ADDRESS
CHAS. S. FEE
GENERAL PASSENGER AGENT
ST. PAUL, MINN.
Copyrighted, 1896, by Chas. S. Fee.
POOLE BROS., ENGR'S, CHICAGO.
NORTHERN PACIFIC R.Y.

91-B2120.1